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REFERENCES

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1. Trained Men from the USSR:

25X1 Between 175 and 200 men, sent from Pinnow to the USSR for training in 1952, have
25X1 returned to Germany. They were transferred straight to Kamenz, where they are ☐
☐ divided among the three air regiments. ☐

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2. Retraining of Air Crew Trained in Germany:

25X1 It has been decided to treat as beginners all those who have received their flying
25X1 training in Germany, irrespective of previous flying experience [redacted]
[redacted] on the YAK-18.

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3. Two New Air Divisions:

25X1 [redacted] two new air divisions were
25X1 [redacted] to be formed in 1954, but [redacted] the earliest possible date for the
expansion would be the end of the spring of 1954.

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4. Ground Servicing:

25X1 Future planning envisages that one aviation technical battalion will look after two air regiments instead of one as used to be the case. One new aviation technical division will be organized to look after the servicing needs of the entire expanded "Aeroklub" of three air divisions.

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5. Aircraft:

25X1 There are now about 35 YAK-11's at Cottbus [redacted] All but about two of the YAK-18's have gone to Bautzen and either Kamenz or Drewitz.

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There are certainly no MIG-15's now at Cottbus, Kamenz or Bautzen. There are believed to be none at Drewitz. The 35 YAK-11's allocated to the "Aeroklub" are to be increased to 125 by the end of spring 1954.

6. Assignments in Rear Services:

The Rear Services under Colonel Alter have been completely reorganized and are still in course being changed. Changes include:

- a. Major Meister, formerly chief of staff of the Hauptabteilung Rear Services, is now commanding the security battalion called the G-Abteilung. [REDACTED]

- b. Major Baldamus, formerly commanding the no-longer existent 1st Aviation Technical Division, has succeeded Meister.

- c. Major Rothe, formerly head of the PK Abteilung, has been assigned to an unspecified post in the neighborhood of Berlin.

- d. The former head of the PK of the old Aviation Technical Division has now become acting head of PK Rear Services. [REDACTED]

- e. 1. Lieutenant-Colonel Trenkmann, still head of the armament department (Hauptabteilung Waffen und Gerate, colloquially called WOG) [REDACTED]

Captain Stenger, formerly in charge of technical matters in Rear Services, meanwhile has been acting head of the Armament Hauptabteilung. [REDACTED]

2. Senior Lieutenant Laxa has also been assigned to the Armament Hauptabteilung. He was an officer of the old Wehrmacht [REDACTED]

7. Link With the GST (Gesellschaft fuer Sport und Technik):

- a. There is now a noticeable emphasis on new recruitment through the GST rather than from the KVP or the VP. General Heinz Kessler and Colonel Walter Lehweß-Litzmann pay frequent liaison and recruiting visits to that organization.

- b. A third "Aeroklub" officer, Major Hanns, actually has an office in the headquarters of the GST and spends most of his time there. He is a former engineer officer in the old German Air Force and was also prominent for a time in the German Versuchsanstalt fuer Luftfahrt (Experimental Institute for Aviation). [REDACTED]

- c. Diplom-Ingenieur Eiseler [REDACTED] works in the GST headquarters. He is relatively well known as an aerodynamist and constructor. [REDACTED]

- d. Colonel Walter Lehweß-Litzmann made the test flight on the Czechoslovak aircraft used for training in the GST. The precise designation of this aircraft is yet to be established. In appearance it is somewhat like the old Arado trainer: it is a light aircraft with a retractable landing gear, two side-by-side main seats, two emergency seats in the back, a small air-cooled engine of about 140 hp and a reversible propeller.

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- e. The general policy appears to be to recruit specialist new blood by recruiting the pick of the FdJ to the GST and from there to the "Aeroklub".

8. Intensive Expansion of Parachute Developments:

- a. Senior Lieutenant Muecke, a functionary of the FdJ assigned to the "Aeroklub" [] appears to be a confidential representative of General Kessler's []

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- b. It is also known that parachute-making specialists are being sought at a salary of upwards of DM (East) 1,200 per month.

9. Soviet Advisers:

Lieutenant Colonel Shepur, previously reported as a Soviet Adviser to the East German Air Force at Cottbus, is more precisely the Soviet Adviser to the Chief of Rear Services.

10. Personnel Strength:

It is thought that the number of air personnel may have been increased by 7,000 to 7,400 men.

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